

SUPERIOR COURT—GENERAL TERM.

The argument as to jurisdiction of Judges Roosevelt and Mitchell, in relation to the injunction of property on Broadway, is to take place on Friday next week.

COVENANTS OF THE ALMS-HOUSE.

In the matter of the application for the removal of Patrick Henry, one of the Governors (on a charge of having caused a considerable quantity of paint to be taken from the Alms-House to be used in the building of the Alms-House, see *ibid.*), the Court, on the application of the Corporation, appearing for the motion, and Mr. Edward Sanford opposed. It is decided that the motion was done by Mr. H. to warrant the motion. Decision reserved.

COURT OF COMMON PLEAS—Before Judge Woodruff.

Wm. J. Brown and Geo. W. Conway vs. Jas. Brady and John O'Donnell—former contractor and latter owner.

Suit under the lien law. Judgment for plaintiff against Brady for \$170 and damages and his costs, and judgment for defendant O'Donnell, without costs.

COURT CALENDAR—This Day.

SUPERIOR COURT—Nos. 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

BROOKLYN CIRCUIT COURT—Before Judge Hancock.

Frederick Licht vs. Thomas Bates.

Action for assault and battery. It appears from the evidence that the defendant, Bates, was in the habit of drinking and was in a drunken condition at the time of the assault. The plaintiff, Licht, was a police officer and was on duty at the time of the assault. The court has granted judgment for the plaintiff, Licht, for \$100 and costs.

THE HARTFORD FIRE INSURANCE COMPANY.

The plaintiff seeks to recover on a policy of insurance for \$1,000 upon its store of goods in the city of New York. The defendant, Hartford Fire Insurance Company, denies liability. The court has granted judgment for the plaintiff, Hartford Fire Insurance Company, for \$1,000 and costs.

MARRIED.

In this city, on Tuesday evening, Feb. 8, by Rev. Mr. Wright, Mr. J. H. W. and Miss Clara L. H. H. of New York.

Feb. 10, by Rev. Charles B. H. of New York.

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DIED.

On Thursday morning, Feb. 10, JANE ACKERMAN, widow of James Ackerman, in the 74th year of her age.

Her remains will be taken to the residence of her son, P. H. Lane, at 60 Grove st., on Saturday afternoon, at 2 o'clock. The funeral and interment of her son, Thomas Ackerman, will be held on Saturday afternoon, at 2 o'clock, at the residence of her son, Thomas Ackerman, at 60 Grove st.

At Westchester, Feb. 9, Mrs. ELIZABETH CORTELYOU, in the 74th year of her age.

The remains of the family are respectfully invited to attend her funeral, on Friday, the 11th inst., at 2 o'clock, from the residence of her son, J. H. Cortelyou, at 100 West 10th st., to the church of the Holy Trinity, at 100 West 10th st., on Friday afternoon, at 2 o'clock. The funeral will be held on Friday afternoon, at 2 o'clock, at the church of the Holy Trinity, at 100 West 10th st.

COMMERCIAL MATTERS.

Sales at the Stock Exchange—Feb. 10.

U. S. 4's, 100	115 1/2	25	115 1/2
U. S. 5's, 100	115 1/2	25	115 1/2
U. S. 6's, 100	115 1/2	25	115 1/2
U. S. 7's, 100	115 1/2	25	115 1/2
U. S. 8's, 100	115 1/2	25	115 1/2
U. S. 9's, 100	115 1/2	25	115 1/2
U. S. 10's, 100	115 1/2	25	115 1/2
U. S. 11's, 100	115 1/2	25	115 1/2
U. S. 12's, 100	115 1/2	25	115 1/2
U. S. 13's, 100	115 1/2	25	115 1/2
U. S. 14's, 100	115 1/2	25	115 1/2
U. S. 15's, 100	115 1/2	25	115 1/2
U. S. 16's, 100	115 1/2	25	115 1/2
U. S. 17's, 100	115 1/2	25	115 1/2
U. S. 18's, 100	115 1/2	25	115 1/2
U. S. 19's, 100	115 1/2	25	115 1/2
U. S. 20's, 100	115 1/2	25	115 1/2
U. S. 21's, 100	115 1/2	25	115 1/2
U. S. 22's, 100	115 1/2	25	115 1/2
U. S. 23's, 100	115 1/2	25	115 1/2
U. S. 24's, 100	115 1/2	25	115 1/2
U. S. 25's, 100	115 1/2	25	115 1/2
U. S. 26's, 100	115 1/2	25	115 1/2
U. S. 27's, 100	115 1/2	25	115 1/2
U. S. 28's, 100	115 1/2	25	115 1/2
U. S. 29's, 100	115 1/2	25	115 1/2
U. S. 30's, 100	115 1/2	25	115 1/2
U. S. 31's, 100	115 1/2	25	115 1/2
U. S. 32's, 100	115 1/2	25	115 1/2
U. S. 33's, 100	115 1/2	25	115 1/2
U. S. 34's, 100	115 1/2	25	115 1/2
U. S. 35's, 100	115 1/2	25	115 1/2
U. S. 36's, 100	115 1/2	25	115 1/2
U. S. 37's, 100	115 1/2	25	115 1/2
U. S. 38's, 100	115 1/2	25	115 1/2
U. S. 39's, 100	115 1/2	25	115 1/2
U. S. 40's, 100	115 1/2	25	115 1/2
U. S. 41's, 100	115 1/2	25	115 1/2
U. S. 42's, 100	115 1/2	25	115 1/2
U. S. 43's, 100	115 1/2	25	115 1/2
U. S. 44's, 100	115 1/2	25	115 1/2
U. S. 45's, 100	115 1/2	25	115 1/2
U. S. 46's, 100	115 1/2	25	115 1/2
U. S. 47's, 100	115 1/2	25	115 1/2
U. S. 48's, 100	115 1/2	25	115 1/2
U. S. 49's, 100	115 1/2	25	115 1/2
U. S. 50's, 100	115 1/2	25	115 1/2

SECOND BOARD.

U. S. 4's, 100	115 1/2	25	115 1/2
U. S. 5's, 100	115 1/2	25	115 1/2
U. S. 6's, 100	115 1/2	25	115 1/2
U. S. 7's, 100	115 1/2	25	115 1/2
U. S. 8's, 100	115 1/2	25	115 1/2
U. S. 9's, 100	115 1/2	25	115 1/2
U. S. 10's, 100	115 1/2	25	115 1/2
U. S. 11's, 100	115 1/2	25	115 1/2
U. S. 12's, 100	115 1/2	25	115 1/2
U. S. 13's, 100	115 1/2	25	115 1/2
U. S. 14's, 100	115 1/2	25	115 1/2
U. S. 15's, 100	115 1/2	25	115 1/2
U. S. 16's, 100	115 1/2	25	115 1/2
U. S. 17's, 100	115 1/2	25	115 1/2
U. S. 18's, 100	115 1/2	25	115 1/2
U. S. 19's, 100	115 1/2	25	115 1/2
U. S. 20's, 100	115 1/2	25	115 1/2
U. S. 21's, 100	115 1/2	25	115 1/2
U. S. 22's, 100	115 1/2	25	115 1/2
U. S. 23's, 100	115 1/2	25	115 1/2
U. S. 24's, 100	115 1/2	25	115 1/2
U. S. 25's, 100	115 1/2	25	115 1/2
U. S. 26's, 100	115 1/2	25	115 1/2
U. S. 27's, 100	115 1/2	25	115 1/2
U. S. 28's, 100	115 1/2	25	115 1/2
U. S. 29's, 100	115 1/2	25	115 1/2
U. S. 30's, 100	115 1/2	25	115 1/2
U. S. 31's, 100	115 1/2	25	115 1/2
U. S. 32's, 100	115 1/2	25	115 1/2
U. S. 33's, 100	115 1/2	25	115 1/2
U. S. 34's, 100	115 1/2	25	115 1/2
U. S. 35's, 100	115 1/2	25	115 1/2
U. S. 36's, 100	115 1/2	25	115 1/2
U. S. 37's, 100	115 1/2	25	115 1/2
U. S. 38's, 100	115 1/2	25	115 1/2
U. S. 39's, 100	115 1/2	25	115 1/2
U. S. 40's, 100	115 1/2	25	115 1/2
U. S. 41's, 100	115 1/2	25	115 1/2
U. S. 42's, 100	115 1/2	25	115 1/2
U. S. 43's, 100	115 1/2	25	115 1/2
U. S. 44's, 100	115 1/2	25	115 1/2
U. S. 45's, 100	115 1/2	25	115 1/2
U. S. 46's, 100	115 1/2	25	115 1/2
U. S. 47's, 100	115 1/2	25	115 1/2
U. S. 48's, 100	115 1/2	25	115 1/2
U. S. 49's, 100	115 1/2	25	115 1/2
U. S. 50's, 100	115 1/2	25	115 1/2

THURSDAY, Feb. 10—P. M.

There was a fair business done at the Board today, and in the morning there was an upward tendency of prices. At the Second Board there was still a firmness in some stocks, but others were lower. Erie closed at the price of yesterday, but without much activity. The road is doing a very large business for the season, especially in passengers. Harlem and Hudson River continue to improve. Harlem went to 70, Hudson River to 70, closing at 69. Since the reduction of fare to Albany on the Harlem road, the receipts for through business have increased 50 per cent. Stonington and Norwich continue to improve, but were rather heavy at the close. The receipts of the Norwich show a large gain over January last year. Long Island was heavy. Reading was buoyant, and at the Second Board advanced to 89. Niagara, under various rumors in the street, was buoyant at the First Board and went to 361. It closed at 361, an improvement of 1 per cent. from yesterday. The Land Companies are generally firm. Canton is 19, Cary 14, and in demand; Portsmouth 64, Morris is 22. The principal operators are Philadelphia. The Coal Stocks were buoyant in the morning, but fell off in the afternoon. In Premium Railroad there was a firmer feeling. Sixth Avenue sold freely at 133, and Michigan Southern and Northern Indiana, advanced 1 1/2 per cent. The Central line of roads through this State continues dull, the progress of the Consolidation bill at Albany not being quite satisfactory.

In Exchange there is but little doing, but rates are steady. Sterling is 9 1/2 for gold and first-class notes. The supply of commercial bills is rather better. Francs are in small supply and firm.

Freights are more active, but at lower rates. To Liverpool 2,000 or 3,000 bush. Flour were taken at 3 3/8; 45,000 or 50,000 bush. Corn, part 7 1/8, the latter in ship's bags, and part private rates. To London 1,000 bush. Tar, 200 tons. For private terms. To California and Australia there is a fair business doing.

Thursday is always the most stringent day of the week in the Money market, but today the supply has been quite equal to the demand. The range is 5 1/2 per cent. on call loans, and 6 1/2 per cent. on first-class paper.

The amount received at the Sub-Treasury was \$183,175; \$67,701; Balance, \$41,772.

The receipts of the Norwich and Worcester Road for January show a large gain over the same month of last year. The figures are:—

January, 1892	\$18,426 15
January, 1893	13,383 55

Income—\$4,842 60

The amount of gold coming by the Ohio, is fully up to the expectations of the street. It was well known by the letters received by the last steamer, that the funds in the interior of California would prevent a very large shipment of gold.

The New-York and New-Haven Railroad Company have declared a dividend of three dollars and fifty cents per share, payable 15th instant.

Mr. S. Draper will sit at auction at the Merchants' Exchange to-morrow, (Friday) after the adjournment of the Board of Brokers, a number of shares of stock of the Michigan Southern, Northern Indiana, Erie and Kalamazoo, and Oswego and Syracuse Railroads, Astor Bank, and North American Insurance Company. Also \$111,000 Ashuelot Railroad Bonds, and \$2,000 California Bonds.

A new California Steamship Company is being formed under the auspices of Messrs Davis & Brooks. They purpose to put on a semi-monthly line from New York and another from New Orleans, both via Aspinwall. The Winfield Scott and Cortez, now in the Pacific, will probably be in the new line, Messrs Davis & Brooks having offered to sell them to the Company on fair terms.

Some time since an Association was formed under the general Railroad Law of this State, bearing the title of the Syracuse and Utica Direct Railroad Company, with a capital of six hundred thousand dollars. Its object was to construct a road from Syracuse to Utica, running near the present road between those cities, as far east as Oneida, and thence through Vernon to Utica, by a shorter route than the present track through Rome. The surveys which have been made show that the line of the present road between Oneida and Utica may be shortened about five miles without any very objectionable grades, but it is believed that the line between Syracuse and the vicinity of Oneida, cannot be materially improved, either in grade or distance, and that when a third track shall be required, it can be most advantageously laid on the line of the present road. It is the desire of the Utica and Syracuse Railroad Company that this track shall be constructed and operated by it as a third track of its road. As the Corporation has not the power to build it, under its charter, this Company has been formed for the purpose. All its Directors, with two exceptions, are also Directors of the Utica and Syracuse Railroad, and it is agreed that the new road shall be used and managed by it during the charter, the Direct Company being paid for such use the same per centage on the capital paid in as the Syracuse and Utica Company shall decide among its Stockholders. A portion of the capital stock of the Company is allotted to parties interested in the first organization. The remainder is to be offered to the Stockholders of the Syracuse and Utica Railroad pro rata, excluding fractions. The proportion of the new stock to be awarded is about one share for each five of the old.

Some method is about to be adopted at Albany to check an abuse of the Banking Law which is practiced to a considerable extent by Banks which have been recognized after the expiration of their charters, under the Free Law. It appears that these Banks have the right to reorganize by depositing \$10,000 of securities with the Bank Department, instead of \$100,000, which is required of new associations. Some of these Banks having issued a large amount of new notes just before the expiration of their charters, continue to release them under the new organization, with only \$10,000 of security in the Bank Department, and thus defeat the intention of the law which was to provide ample security for all bank issues. This course is not only an evasion of the law and dangerous to the public, but is a rank injustice to other institutions which have complied fully with the requirements of the law. We trust the Bank Committee will put an effective stop to this species of financial sharp practice.

The January earnings of the Cincinnati, Hamilton and Dayton Railroad were \$29,500, being double the traffic of January, 1892. The company have declared a semi-annual dividend of 5 per cent.